

Application Serial No. 10/589,478

OT-5168

AMENDMENTS TO THE SPECIFICATIONRECEIVED  
CENTRAL FAX CENTER

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Please amend the paragraph that begins on page 4, line 21 and ends on page 5, line 13 ([0017] of the published application) as follows:

[0017] The connecting rod 7 is slightly longer than the cam ~~connecting-supporting~~ rods 17 and is hinged (i.e., pivotally connected) at a first point at one terminal end thereof to the drive belt 19 of the car door actuator by means of an attachment tab 21. At to which it is hinged, it is hinged at substantially one third of its length, the connecting rod 7 is centrally hinged (i.e., pivotally connected) at a second point to the upper part of the trolley panel 15. The other terminal end of the connecting rod 7 is hinged (i.e., pivotally attached) at a third point and is attached, on the other hand, to one of said two cams 3, e.g., the one on the right in the on the figure, by a lateral tab 23 to which it is hinged. This connecting rod 7 is substantially parallel to the cam connecting rods 17. The ratio of the ~~distance distances from its the connecting rod's 7~~ central hinging point to its upper terminal hinging point to the distance from the connecting rod's 7 central hinging point to its lower terminal hinging point is is of about 1/2. In other words, the with a length from the central hinging point of the connecting rod 7 to the point at which the connecting rod 7 is connected to the cam 3 is about twice as great as the distance that from the central hinging point of the connecting rod 7 to the point at which the connecting rod 7 is connected to the belt 19. This arrangement allows increasing the displacement of the cams 3 apart from and towards each other relative to the displacement of the belt 19 during the overtravel of the belt at reduced speed, to drive the cams apart (Figure 3) from their close-up configuration (Figure 2) when the doors open to their maximum spacing (Figure 1) and inversely, to drive them closer when the doors close up to the configuration of Figure 2, wherein the car door 5 is arrested in abutment and the belt overtravels. In this process, it takes little time to drive the cams apart and thus to unlock the coupling plate 11 to allow the opening drive of the car and landing doors 5 and 13, this displacement from each other being almost instantaneous whereas, in the conventional coupling device as defined above, it required 0.5 to 1 second, and inversely to drive the cams closer to each other when the doors close to allow a fast mechanical and electrical locking of the coupling plate, as will be described later.